

DESIGN ALTERNATIVES ASSESSMENT AND SUPPORT FOR

STATE ROUTE 37 (SR 37) ULTIMATE SEA LEVEL RISE RESILIENT CORRIDOR

(US 101 TO SR 121)

JUNE 2021 | POLICY COMMITTEE

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SR 37 ULTIMATE SLR RESILIENT DAA, US 101 TO SR 121 ACCOMPLISHMENTS:

1. **3-Environmental Technical Working Group & 2-Stakeholder Working Group Meetings**
2. **Draft Purpose and Need Statement**
3. **Project Objectives, Eval Criteria & Methods**
4. **Adaptive Eng. Design Guidelines** – using Sea Level Rise Projections through 2130
5. **Geotechnical Research to Address Roadway Settlement and Treatment**
6. **Determined Trade-offs between Causeway and Embankment**
7. **Developed a Full Range of Alignments**
8. **Narrowed and Developed Preliminary Design:** Profile, Access and Cost Est.
9. **Conducted Public Outreach Process** – April 16th Senator McGuire & Senator Dodd Townhall and May 26th PEL focus meeting
10. **NEXT STEPS:**

COMPARATIVE EVALUATION OF THE ALTERNATIVES

INTEGRATION OF DAA AND PEL PURPOSE STATEMENT

The Purpose of the PEL Project Includes:	DAA 101-121 DAA Purpose is to:
<ul style="list-style-type: none">• Preserving a <u>critical regional transportation corridor</u> that is resilient to extreme events while <u>integrating ecological resiliency which facilitates adaptation to sea level rise</u>.• Providing <u>reliable travel time</u> and increasing person through-put,• Providing safe mobility for bicyclists and pedestrians• <u>Maintaining and enhancing public access, including to recreational areas</u>• Providing an equitable transportation solution that improves access for, and provides meaningful benefits to, underserved communities.	<ul style="list-style-type: none">▪ Preserve a critical regional link (for life safety access, goods, services, and travel needs) that is resilient through extreme events (earthquakes, fire, floods).▪ Improve high-occupancy (HOV, transit) travel time reliability;▪ Accommodate modal options (transit – both bus and rail, ped, bicycle)▪ Improve and maintain existing access including recreational areas;▪ Integrate with sensitive habitats to ensure healthy and resilient ecosystem function that facilitate adaptation to sea level rise.

DRAFT OBJECTIVES AND CRITERIA: 5 CATEGORIES



Natural Resources



Transportation



Social Equity



Built Environment



Fiscal

RANGE OF ALIGNMENTS

#1	Routes that remain out of the floodplain
#2A/ #2B	Routes through more narrow (shorter distances) areas of floodplain
#3	Routes that follow offshore of the marshland linking to US 101 south of Novato
#4	Routes along existing transportation corridors - SR 37 and/or rail corridor
#5	Route across the San Pablo Bay between US 101 to Mare Island

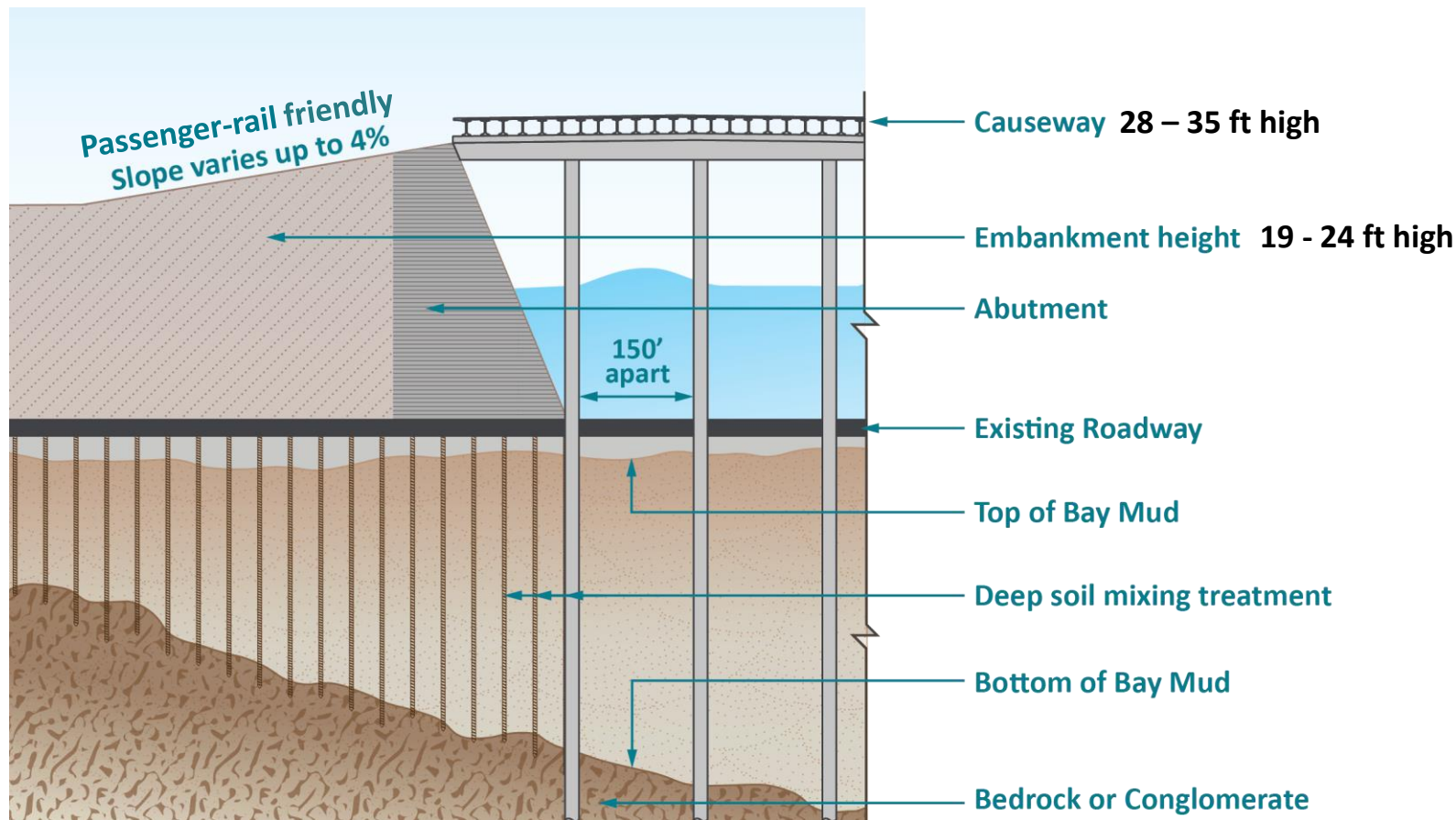


RANGE OF ALIGNMENTS

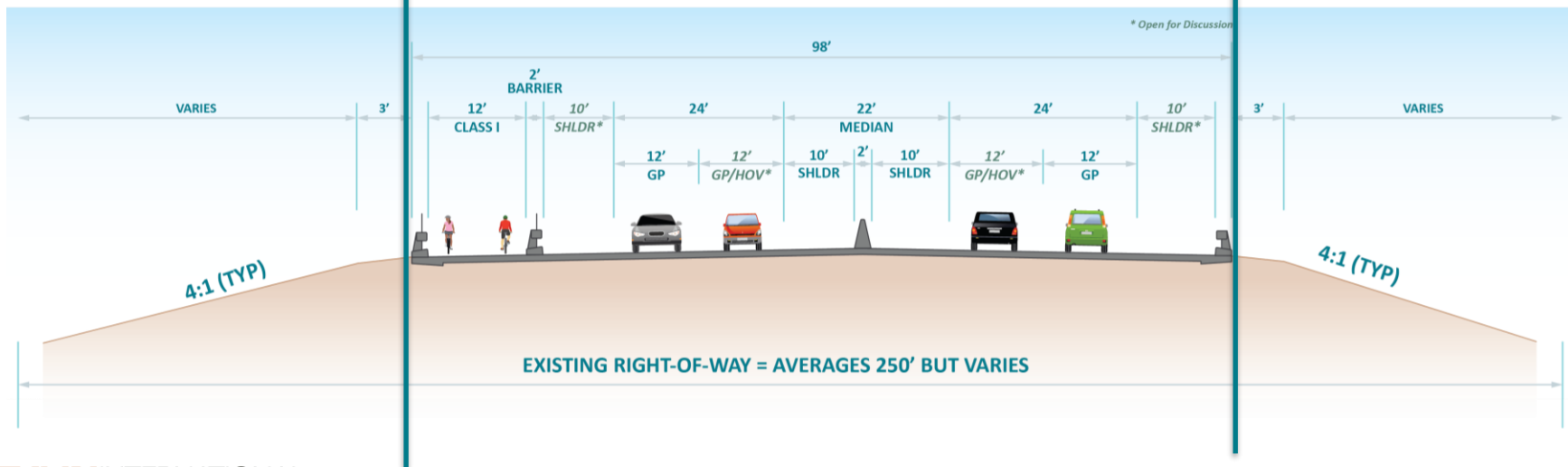
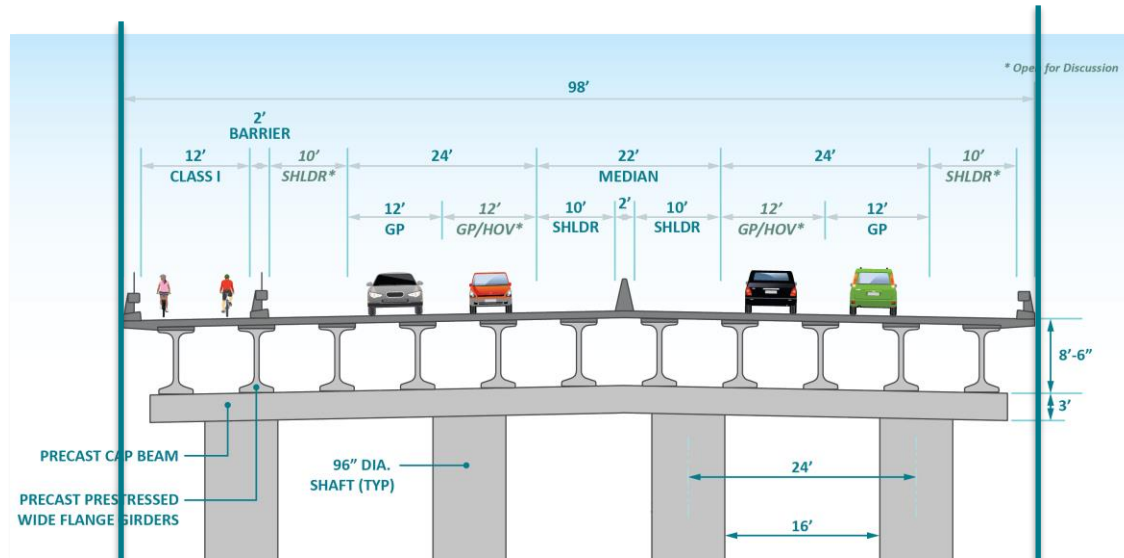
1. On – SR37 alternative
2. Over-Bay Alternative
3. Bahia/ Atherton Alternative
4. Burdell Island Alternative



PROFILE CONSIDERATIONS: LONGITUDINAL VIEW OF TRANSITION AREAS



FOOTPRINT: CAUSEWAY AND EMBANKMENT DIFFERENCES

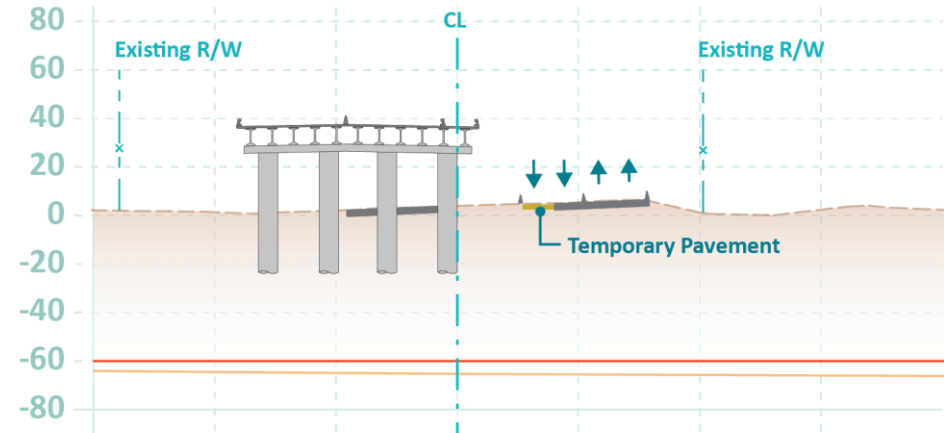


FOOTPRINT DIFFERENCES BETWEEN CAUSEWAY VS EMBANKMENT on SR 37

Causeway –

- Permanent footprint: 100' wide
- Construction footprint: 200 to 250'

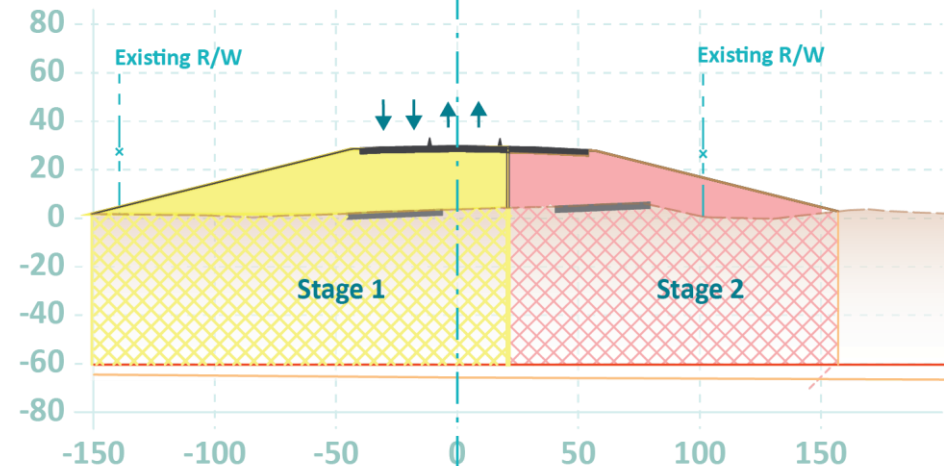
ONE STAGE CONSTRUCTION



Embankment –

- Permanent footprint: 250 to 300' wide plus frontage road
- Construction footprint: 250 to 300' wide

TWO STAGE CONSTRUCTION



THANK YOU



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